

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

Claim 1 (Currently Amended): Method of controlling a landing guide path of an aircraft including a fuselage, two wings protruding laterally from opposite sides of said fuselage, and a tail unit extending aft from said fuselage, the method comprising: adjusting control surfaces on said wings and said tail unit; and rotating a respective portion of an a respective aerodynamic component connected to a respective outboard wingtip of each of said two wings to increase a drag without influencing a lift.

Claim 2 (Currently Amended): The method according to claim 1, wherein the aerodynamic component comprise comprises a main body configured to be connected to a wing one of said two wings and a control member connected to the main body, and said rotating comprises rotating a portion of the control member.

Claim 3 (Currently Amended): The method according to claim 2, wherein the control member comprises a fixed member connected to the main body and a pivotable member connected to the fixed member, said pivotable member being said portion, and said rotating comprises rotating the pivotable member.

Claim 4 (Currently Amended): The method according to claim 3, wherein the control member further comprises a hinge member disposed between the fixed member and the

pivotable member, and said rotating comprises rotating the pivotable member relative to the fixed member via the hinge member.

Claim 5 (Original): The method according to claim 4, wherein the pivotable member comprises a delta shape.

Claim 6 (Currently Amended): The method according to claim 4, wherein said rotating comprises rotating the pivotable member about an axis perpendicular to a major plane of the wing said one of said two wings.

Claim 7 (Currently Amended): The method according to claim 4, wherein said rotating comprises rotating the pivotable member at least one of inwardly and outwardly.

Claim 8 (Currently Amended): The method according to claim 4, wherein said rotating comprises rotating the pivotable member both of inwardly and outwardly.

Claim 9 (Currently Amended): Method of steepening a landing guide path of an aircraft including a fuselage, two wings protruding laterally from opposite sides of said fuselage, and a tail unit extending aft from said fuselage, the method comprising:
adjusting control surfaces on said wings and said tail unit; and
rotating a respective portion of an a respective aerodynamic component connected to
an outboard wingtip of each of said two wings to increase a drag without influencing a lift.

Claim 10 (Currently Amended): The method according to claim 9, wherein the aerodynamic component comprise comprises a main body configured to be connected to a

wing one of said two wings and a control member connected to the main body, and said rotating comprises rotating a portion of the control member.

Claim 11 (Currently Amended): The method according to claim 10, wherein the control member comprises a fixed member connected to the main body and a pivotable member connected to the fixed member, said pivotable member being said portion, and said rotating comprises rotating the pivotable member.

Claim 12 (Currently Amended): The method according to claim 11, wherein the control member further comprises a hinge member disposed between the fixed member and the pivotable member, and said rotating comprises rotating the pivotable member relative to the fixed member via the hinge member.

Claim 13 (Currently Amended): Method of controlling a landing guide path of an aircraft including a fuselage, two wings protruding laterally from opposite sides of said fuselage, and a tail unit extending aft from said fuselage, each of said wings including an a respective aerodynamic component having a main portion and a control portion, the main portion connected to a wing of the aircraft, and the control portion including a fixed member connected to a pivotable member, the method comprising:

adjusting control surfaces on said wings and said tail unit; and
rotating the pivotable member to increase a drag without influencing a lift.

Claim 14 (Currently Amended): The method according to claim 13, wherein said rotating comprises rotating the pivotable member perpendicular to a major plane of the wing one of said wings.

Claim 15 (Currently Amended): The method according to claim 14, wherein said rotating comprises rotating the pivotable member in at least one of inwardly and outwardly.

Claim 16 (Currently Amended): The method according to claim 15, wherein said rotating comprises rotating the pivotable member both inwardly and outwardly.

Claim 17 (New): The method according to claim 1, wherein said rotating is performed on the respective portions of the respective aerodynamic components on both of said wings in a manner synchronized with one another.

Claim 18 (New): The method according to claim 1, wherein said rotating is performed on the respective portions of the respective aerodynamic components on both of said wings in a manner symmetrical with one another.

Claim 19 (New): The method according to claim 1, wherein said rotating is performed independently for the respective portions of the respective aerodynamic components on said two wings.

Claim 20 (New): The method according to claim 1, wherein said rotating is performed independently of said adjusting of said control surfaces.